

## AFFAIRS OF THE RAILWAYS.

**Demurrage Charges.**  
The most difficult problem which freight men have to solve is as to what can be done to make receivers of freight unload cars promptly, the tendency being to make storehouses of cars. It is not an unusual thing for a car to be held a week on a private siding to be unloaded, and sometimes a month or more. Some of the roads are disposed to take the stand that demurrage shall be charged after twenty-four hours, others forty-eight hours. But they are unable to carry out this plan, as competitors for business will take advantage of it and favor consignees. The late arrival of the Eastern roads into effect a system of collecting demurrage on detained freight cars at all stations, both competitive and non-competitive, and as the patrons of the roads become educated to it but little trouble is experienced. The rules under which the system is operated are substantially as follows: All cars set out to be loaded by shippers or unloaded by consignees, 75 cents per day after forty-eight hours; cars on private sidings, 50 cents a day. After charging for five days the rate to be increased to \$1 a day, whether on the company's track or private sidings. Where cars are stopped on route at request of shippers, 75 cents per day. The road reserves the right to unload after forty-eight hours, charging 15 cents per ton (minimum, \$2 per car). Storage to be charged on all freight, whether in car-load or smaller lots, after forty-eight hours at the rate of 5 cents per ton (minimum, 5 cents per 100 cubic feet). Neither storage nor demurrage will be charged for Sundays or legal holidays. When the company needs the use of cars for freight or other traffic, and can not conveniently store the freight on its own premises, it will be stored at owner's risk and at his expense at the most available place of storage.

## Cuban Railways.

Railway traveling in Cuba is said to have some curious aspects. Trains when arriving or departing, between the city limits and station, are preceded by a man on horseback who carries a trumpet and blows it vigorously. The stations are walled about, as high as a fortress. There are some odd regulations regarding Cuban travel. Ticket offices are closed five minutes before departure of trains; and if one thus fails of securing a ticket, one-third additional to regular fare is exacted for the first delay over which you are responsible. No persons are allowed to carry free only a box or a medium-size valise; but if your train does not make schedule time you can stop anywhere along the route and take your baggage free of charge. "Persons of color" are allowed in first-class cars, though gamecocks in baskets are, and if you attempt to ride upon the platform, or to occupy more than one seat, you would immediately be turned over to the guardia civil, whose members ride on trains between stations to first with fair securities, and to constantly enforce the laws of Spain and Cuba. In all the most European countries, there are three grades of passenger coaches, and all are modeled on the American plan. The third-grade cars have only solid wood seats; the second are very plain, but the market for imported English brick-layers and masons was strongly commended. Other trades report similar importations in their occupations.

## Personal, Local and State Notes.

Alon Albee was yesterday appointed agent of the Vandalia at Crawfordsville.  
The Louisville, Evansville & St. Louis people contemplate building a branch from Marengo to French Lick Springs.  
The Bee-line ran an excursion in here yesterday from Bellefontaine and other points on this side, bringing in 500 people.  
The roads in this territory are beginning to feel the effects of the floods in the Missouri and Mississippi rivers in their freight traffic.  
A. V. Lafayette has been appointed general freight and passenger agent of the Louisville Southern road, with headquarters at Louisville.  
The selection of Col. Bennett Young for president of the Louisville Southern road is looked upon as being a grand thing for the owners of the property.  
The Evansville Journal says that the Ohio Valley company is building a bridge over the Ohio river, a short distance above Evansville.  
Fred Paine, who had been agent of the Boston & Providence road at Mansfield, Mass., since 1865, is thrown out of a job by the consolidation with the Old Colony road.  
General Manager Noonan, of the B. & O. Kanawha Dispatch, went East last night to be absent about a week.  
Mr. Ingersoll, contracted with the Pullman car-works for 1,000 new cars for the Chesapeake & Ohio road, to be delivered by Aug. 31.  
A Louisville ticket scaler cleared \$25,000 in 1887. Passenger men admit that the interstate law is working advantageously to the scalpers. In the second week of May the Ohio & Mississippi road advanced \$72,666. Increase over 1887, \$5,600; the Louisville, New Albany & Chicago earned \$33,197, a decrease of \$1,466.

The members of the Brotherhood of Brethrenmen belonging to lodges at leading railroad centers in the southern part of the State are arranging for a grand picnic at Vincennes, July 4.

J. M. Eddy, a Northern railroad man, has been appointed general manager of the International & Great Northern railroad, and its leased lines, Headquarters at Palestine, Texas.

Engine 20, on the C., I., St. L. & C. road, Monday last hauled a train from Indianapolis to Cincinnati in two hours and fifty-two minutes, distance 110 miles. The train consisted of six cars.

H. W. Hatch, superintendent of the lumber department of the Pullman Car Company, was in the city yesterday, and purchased from Walcott & Wright 575,000 feet of yellow pine, to be delivered by July 15.

James Calhoun has been appointed assistant general freight agent of the Baltimore & Ohio road, with headquarters at Philadelphia, Pa. He is to have charge of the traffic on the Philadelphia division of the B. & O. system.

The C., I., St. L. & C. will not shorten up the running time of their through express trains until Sunday, June 3, and at that time the company will again shorten the time of the trains that the day express trains need not do local work between Kanawha and Lafayette.

General Manager Bradbury and his subordinate officials are making a three days' inspection trip of the system. The principal object of their trip is to acquaint themselves with the wants of the patrons of their road and to take such steps as will build up their local traffic especially.

The interstate-commerce act affecting other business besides grain at such points as Indianapolis. Through shipments of poultry and eggs from way stations has become very common. On many of the roads local refrigerator cars are run, and better eggs and dressed poultry are shipped direct.

The stations of the Pennsylvania Company present a much less inviting appearance from the train than they used to. The company was too poor to give agents anything to keep up the flower beds and the grass plots, and as the agents are not allowed to receive commissions they cannot afford to do so.

The Ohio, Indiana & Western, in changing the time of the afternoon train so as to connect with the Chicago & Alton for Kansas City, has broken its connection with the Chicago, Burlington & Quincy, and the latter will probably form a close traffic alliance with the Lake Erie & Western on their entire route.

The low rates of the first four months of 1888 have told seriously on the earnings of the Wabash & Western road, since Jan. 1, they have lost \$1,837,105 against \$2,096,532 last year. What makes the statement still more unfavorable is the fact that this year the company operated 1,001 miles of road against 880 in 1887.

It is said to have been settled that Paul Patton, general passenger and ticket agent of the Chicago, Burlington & Quincy, is to be promoted to the position of assistant general manager, a position he is fully competent to fill. The state has it that Lucius Wakely, assistant general passenger and ticket agent, will succeed Mr. Patton.

The Vandalia, Sunday next, changes the time on the T. H. & L. division so that the train of the C., I., St. L. & C. out of Indianapolis at 7:10 A. M. and 4:51 P. M. will connect with trains for the north at Colfax, and the answering trains coming south will connect with the C., I., St. L. & C., which will again give two trains each way daily to Lake Maxinkuckee.

The stockholders of the Jeffersonville, Madison & Indianapolis road hold their annual meeting in Louisville today, for the election of directors for the ensuing year. The annual meeting of the stockholders of the St. Louis, Alton & Terre Haute road will be held in St. Louis June 5; the Chicago & Eastern Illinois at Chicago June 6; the Pittsburgh, Fort Wayne & Chicago June 12.

When the Cincinnati, Sandusky & Cleveland car leaves from the Indiana Bloomington & Western road they throw off the line of Woodruff sleeping coaches running between Sandusky and Cincinnati, and substituted a Sandusky car line. The Bee-line, which hauls the

C. S. & C. trains between Springfield & Cincinnati, has given the line a backset by refusing to haul the Monarch cars.  
The moment ago W. W. Peabody, manager of the Chicago division of the Baltimore & Ohio road, formerly with the Ohio & Mississippi, fell and split his knee, and up to Saturday last had been going about on crutches, when he fell and again badly dislocated it, and it is now feared that he is a cripple for life.

Tests of the American Brake Company on the Vandalia have been highly satisfactory, and the new brake, especially intended for use on freight trains, promises to be a grand success. A train equipped with this brake is now running, and it is stated that trials with fifty cylinders and 2,000 feet of hose, arranged in the brake company's shop, show that the brake will take effect on the last car of a fifty-car train in one and a half second after steam is applied.

## LABOR AND INDUSTRIAL NOTES.

**Philadelphia Record.**  
English engineers have begun to copy American designs. They have just introduced the pin-connected type in large spans on big bridges.

A Skowhegan (Me.) company has introduced a new way of testing in its mill. The soles are fastened with cement instead of tacks or pegs.

About fifteen miles from El Paso, Tex., there is a Mexican colony of about 1,500 families who are almost to three or four families among their number.

There are 130 miles of electric railroads in operation in the United States, and 150 more have been contracted for. The greatest area of miles is in Pennsylvania.

The Birmingham (Eng.) gun-trade is reported to be in a poorer condition this season than for twenty-seven years. There is an increased demand for revolvers.

The Olympia (W. T.) lumber output this season will reach 100,000,000 feet, worth \$1,145,000. The camps employ 850 men, 700 oxen and mules and seven locomotives.

San Antonio, Tex., is claimed to be the largest wool market in the Southwest, the greatest wool market in the country, and the greatest pecan market of the world.

Some Pittsburgh glass-workers will establish a co-operative plant at Tiffin, O. Five acres of ground, free gas and \$10,000 were given as a bonus by the people of Tiffin.

Our Consul at Malaga, Spain, ordered a store from America, which at first was not looked on with favor by the natives, but now they like it, and there is a great cry for stores.

A 500-loom cotton-mill for the manufacture of the finer qualities of gingham, serenothers, etc., will be established at Columbus, Ga. This will be the first mill of the kind in the South.

One of the Baku (Russia) oil-wells recently produced about 55,000 gallons in 115 days. The water portion was lost, because there was no apparatus to control the output, which flowed away into the river.

A Gatling-gun company has been formed at London with a capital of \$4,000,000. The company has an agreement with the American people which gives it exclusive control of all markets outside of the Western hemisphere.

The Brick-layer Union of Toronto, Can., has held a public meeting at which the practice of carrying bricks was condemned. The English brick-layers and masons were strongly commended. Other trades report similar importations in their occupations.

Free mines in the Pratt mines, near Birmingham, Ala., have struck for 55 cents a ton. The last scale paid was 50 cents a ton in winter and 45 cents in summer. The company employs about 1,800 persons. About 800 companies are at work around the mines.

Italy is growing to a great extent. About 10,000 miles of railroad are a recent addition, which indicates great growth. Despite the great number who have emigrated fully 300,000 the States and about 1,000,000 to South America, there is still a population of 30,000,000.

Judge Brewer, of the United States Circuit Court, just decided a case of interest to railroad men. A German was injured by the sudden stoppage of a train when there were insufficient brakemen. He sued the company, and the Judge decided in favor of the plaintiff.

Daniel Webster said fifty-one years ago: "If the people can obtain fair compensation for their labor they will have good houses, good clothing, good food and the means of educating their families. Labor will be cheerful and the people happy. The great interest of this country is labor, labor, labor."

The street-car employees of Minneapolis have been granted an advance. Hereafter the conductors on cable cars will be paid 17 cents an hour for the first three months and 21 cents an hour thereafter. Car-drivers and conductors will be paid 16 cents an hour for the first three months, and 17 cents an hour after that.

Professor Woodward, of St. Louis, in his speech to the American Society of Engineers at St. Paul, said: "The engineer is a creation of recent date. Engineering is a modern profession. The Romans invented the full center circular arch, and so took the first step in real engineering. But beyond the arch they took no little progress. The masonry of their aqueducts involved a second step. In a climate like ours, with wide ranges of temperature and humidity, their arches would have crumbled in a few years. Look for a moment at the elements which distinguish New York or Boston to-day from the New York or Boston of one hundred years ago, and see to what extent we are indebted to the engineer." The association has been taking a trip through the big cities of the South.

The Brooklyn Union furnishes the following wage-list of these occupations in that city: Blue-collar men, \$3.00 for brick-layers; brick-layers, \$4 a day for general work, and \$5 for front setting. The day consists of nine hours summer the week and eight on Saturday. Brown-stone cutters get \$4 a day for the eight summer months, and \$5.50 for the winter months. Carpenters receive \$3.25 for a nine-hour day; framers, \$3.25 for a nine-hour day; house-painters, \$3 for a nine-hour day; an eight-hour Saturday laborer (plumber), \$2.50 a day; brick-layers laborers, \$2.75 a day; lathers, \$3 a day; plasterers, \$4, nine-hour day and eight hours on Saturday; plumbers, \$3.25 a day for a nine-hour day; roofers, \$3.25, and tin and metal roofers, \$3.25 a day.

**Real Estate Transfers.**  
Instruments filed for record in the recorder's office of Marion county, Indiana, for the twenty-four hours ending at 5 P. M., May 22, 1888, as furnished by Elliot & Butler, abstractors of title, Room 23, Etina Building:

Elizabeth Lindegar to Rosa A. Fleck, lot 8 in C. E. Coffin's East Vermont	\$1,500.00
Mary Shannon to Anna Beck, lot 1 in Wm. H. Morrison's subdivision of lots 22 and 23 in Samuel Henderson's addition	1,600.00
Solon L. Bryan to Robert A. Kistner, lot 11, square 2, in E. B. Martin's	2,000.00
Cameron Merriweather to Betty Banks, lot 274 in Ingram Fletcher's second addition	278.00
Susan A. Light to David M. Osburn, lot 7 in square 3 of the Indianapolis Company's addition	1,000.00
Wm. Wallace, receiver, to John R. Richer, lot 166 in Fletcher's second addition	175.00
John T. Graden et al. to Isaac Rier, lots 25, 26 and part of 27 in Bruce Place	983.33
Wm. Wallace, receiver, to Isaac Rier, lots 215 and 239 in Ingram Fletcher's Oak Hill addition	350.00
John T. Graden et al. to Isaac Rier, part of lots 27 and 28 in Bruce Place	508.33
Delores Root to Harley B. Smith, lot 82 in Woodruff's subdivision of E. E. Morrison's addition	581.40
Watson J. Hasselman to George C. Hasselman, lot 12 and 13 in Hasselman's addition	900.00
Frances L. Harrison to George C. Hasselman, lot 14 in Hasselman's addition	600.00
Martha A. King to Sarah Metzger, lot 7 in Fitzgerald's subdivision of block 27	1,275.00
Edward H. Rentsch to Louisa M. R. Rives, part of lot 1 in Russell's bet's subdivision of outlot 26 and other lots	5,000.00
Conveyances, 14; consideration, \$10,715.06	

**The Princess of Wales's Bath.**  
The Princess of England, whose complexion is not only the finest, but who has best stood the wear and tear of time, takes her morning plunge regularly, and in water so cold, but she is particularly careful to promptly make use of the flesh brush, using gloves of moderate roughness rapidly over the surface of the body, and, finally, the rough towel in quick, energetic rubbing, occupying both for the bath and this massage, if one may call it such, twenty minutes in all. At night the same lady's bath is prepared tepid and of distilled water, the admirably advantage of which is not properly understood. Every particle of foreign matter is removed from the skin, so that it is absolutely pure. It is really the rough towel in quick, energetic rubbing, occupying both for the bath and this massage, if one may call it such, twenty minutes in all. At night the same lady's bath is prepared tepid and of distilled water, the admirably advantage of which is not properly understood. Every particle of foreign matter is removed from the skin, so that it is absolutely pure. It is really the rough towel in quick, energetic rubbing, occupying both for the bath and this massage, if one may call it such, twenty minutes in all.

**Wool's Pay for Male Feed.**  
The two Indianapolis militiamen who wouldn't pay for their street-car ride doubtless consider that the brave deserve the fare. That sort of cater, however, doesn't pay for male feed.

## LETTERS FROM THE PEOPLE.

**Importance of a Strong Legislative Ticket.**  
To the Editor of the Indianapolis Journal:

The convention which is soon to assemble to nominate a legislative ticket is one of great importance to the party, not only in the county, but in the State as well. This is especially so in the case of Senators, as they hold office four years, and two years hence a United States Senator will be elected to succeed V. C. Delaney, and the two votes from this county may be the votes that decide the election, as happened in the case of Turpie. It is therefore important that the men who are nominated should be men who can not only carry the ball party vote but who can run ahead of the ticket. I would like to suggest the names of John B. Conner and Thos. Goodwin for Senators. We know what their wishes are, but I presume they would not decline the nomination if tendered them. Both of them have been identified with the city for nearly a half a century; both editors, and widely known. Their Republicanism is of the genuine stamp, and they are well qualified to represent the great county of Marion in the State Senate. We have a hot fight on hands, so let us go into it to win. It's no boys' play. Let the convention put forward men whom one can say with safety and pride we are sure to win. E. V. H.

**The Arrears of Pension Bill.**  
To the Editor of the Indianapolis Journal:

I am a Republican. Served my "Uncle Samuel" from the beginning to end of the late "us-sel" and will not vote for Col. Matson for Governor of the State of Indiana, whether his motive in presenting the arrangement bill is selfish and impure, or the reverse. But, I opine that if a measure is just and right, it does not matter how the soldier's back pension, it is the correct right and just thing to do now, and a good healthy dip into the public treasury should not deter our honorable Senators and Representatives from doing a long deferred act of justice.

RICHMOND, Ind., May 21.  
A. O. M.

To the Editor of the Indianapolis Journal:

Matson's bill to repeal the arrears of pensions meets the hearty and unqualified approval of every fair-minded and impartial citizen, because it is not only just and right, but under the circumstances it would be repudiation of the boldest and rankest kind to ignore it, or to defer it until all its beneficiaries are dead.

At present time there are about 15,000 old soldiers in Indiana that are directly interested in the measure, and all the other old soldiers acknowledge the justice of the repeal. It is not a question of expediency, but of right. There is no politics in it. A simple matter of payment of a just obligation on the part of the government is far more vital to the future prosperity and well-being of the United States than the payment of the bond debt of the late war. Wall street, and the speculation, money-lending trusts and combinations, may denounce it, together with the payment of all other debts, but the fight, political and otherwise, against this measure, and may defeat it. But the people are looking out and watching the course of men who are on this question. They are looking at the wounded and disabled soldier, who refrained from demanding what he knew under the law he was entitled to, because of the clamor of the bondholders and the money-lenders, and they are realizing that all the bonds and debts, just and otherwise, had been either paid or provided for, and a large increasing and menacing surplus of money in the hands of the money-lenders, and they are realizing that it would be much larger before there could be a charge for Wall street and loan trusts to hold, handle and speculate in the bonds and debts of the government.

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